

## CTR Employer Survey Report

Thank you for completing your Commute Trip Reduction survey. This report contains the survey results.

**Employer Id :** E83634

**Employer :** Group Health

**Worksite :** Central Hospital

**Street :** 200 16th Ave E

**Jurisdiction :** City of Seattle

**Survey Date :** 6/30/2015

**Survey Type :** Online

**Response Rate :** 73%

### Drive Alone & One-Way VMT Rates at this Worksite

### Employees and Survey Response Information

**Drive Alone :** 57.7%

**Reported Total Employees at Worksite:** 1,236

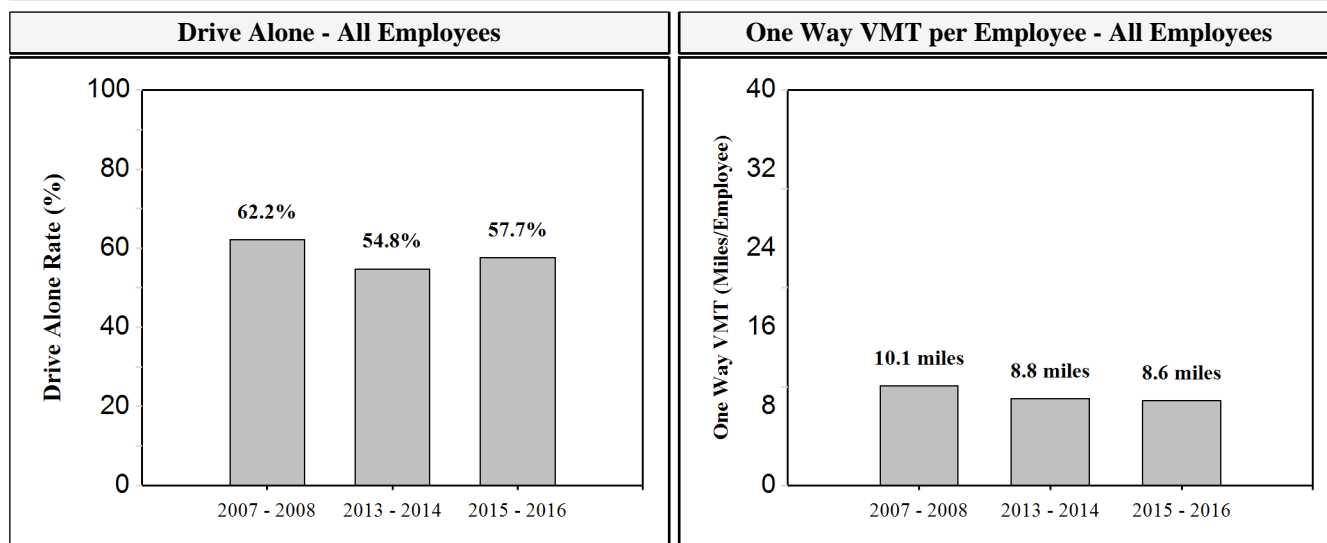
**Surveys Distributed :** 1,158

**One-Way VMT per employee :** 8.6

**Surveys Returned :** 851

**Surveys Returned by CTR Affected Employees :** 589

**Total Estimated CTR - Affected Employees at Worksite :** 801



### Site History and Goal

Cycle	Drive Alone - All	Drive Alone - CTR Affected	VMT / Employee - All	VMT / Employee - CTR Affected
2007 - 2008	62.2%	62.6%	10.1	10.9
2009 - 2010	74.2%	77.0%	11.2	12.1
2011 - 2012	55.2%	50.8%	9.1	9.1
2013 - 2014	54.8%	52.1%	8.8	8.8
2015 - 2016	57.7%	54.9%	8.6	8.6
2017 - 2018	N/A	N/A	N/A	N/A
2019 - 2020	N/A	N/A	N/A	N/A
Goal	TBD	TBD	TBD	TBD
Percent Change	-7.2%	-12.3%	-14.9%	-21.1%

## Comparison Between Rates With and Without Fill-In

The survey response rate is indicated on Page 1. To encourage a response rate of at least 70%, additional drive alone trips are added to survey results for worksites with a response rate of less than 70%. For these worksites it is assumed that non-responding employees between the actual response rate and 70% drive alone 5 days a week. These additional trips represent the "Fill-In" applied. Note that fill-in is not applied to a worksite's first survey in the 2007 to 2012 cycle (their baseline survey).

	2007 - 2008	2013 - 2014	2015 - 2016
Drive Alone - All Employees*	62.2%	54.8%	57.7%
Drive Alone - CTR Affected Employees*	62.6%	52.1%	54.9%
VMT/Employee - All Employees	10.1	8.8	8.6
VMT/Employee - CTR Affected Employees	10.9	8.8	8.6

\* Drive alone rate includes one person motorcycles.

**Congratulations! You achieved a survey response rate of 70% or higher on this survey. Fill-in comparison for previous surveys, if applicable, are included in the chart above.**

## GHG Emissions: Total for Drive Alone, Carpools, Vanpools

### Annual Greenhouse Gas Emissions (Metric Tons CO<sub>2</sub>e) for Roundtrip Commute\*

Value	2007 - 2008	2013 - 2014	2015 - 2016
Emissions for Surveyed Employees	1,367	1,974	1,425
Estimated Emissions for Total Employment	2,809	2,846	2,070

\* Estimated based on VMT from commuters driving alone, carpooling, vanpooling, or motorcycling, without fill-in applied.

## Bus Transit Passenger Miles and Rail Transit Passenger Miles\*

Annual Transit Passenger Miles (includes Roundtrip Commute)	2007 - 2008	2013 - 2014	2015 - 2016
Bus Annual Passenger Miles - Estimated for Total Employment	1,523,521	2,151,411	1,468,240
Bus Annual Passenger Miles - Surveyed Employees	741,700	1,492,000	1,010,900
Ferry Annual Passenger Miles - Estimated for Total Employment	0	281,616	230,062
Ferry Annual Passenger Miles - Surveyed Employees	0	195,300	158,400
Train/Light Rail/Streetcar Annual Passenger Miles - Estimated for Total Employment	238,275	408,508	257,222
Train/Light Rail/Streetcar Annual Passenger Miles - Surveyed Employees	116,000	283,300	177,100

\* Transit passenger miles can be used to gauge changes in transit usage, and also to calculate greenhouse gas emissions from transit commute trips. However, emissions attributable to transit vary widely, depending on the efficiency/energy source of transit vehicles and transit vehicle passenger load (typically ranging from 0.1 to 0.9 pounds CO<sub>2</sub>e emissions/passenger mile). Employers are strongly encouraged to contact their local transit agencies for more precise information on GHG emissions for their transit trips. If nothing else is available, the value of 0.47 pounds (0.00021 metric tons) per passenger mile can be used to estimate CO<sub>2</sub>e emissions for bus transit, and 0.39 pounds (0.00018 metric tons) CO<sub>2</sub>e emissions per passenger mile for train/light rail/streetcar.

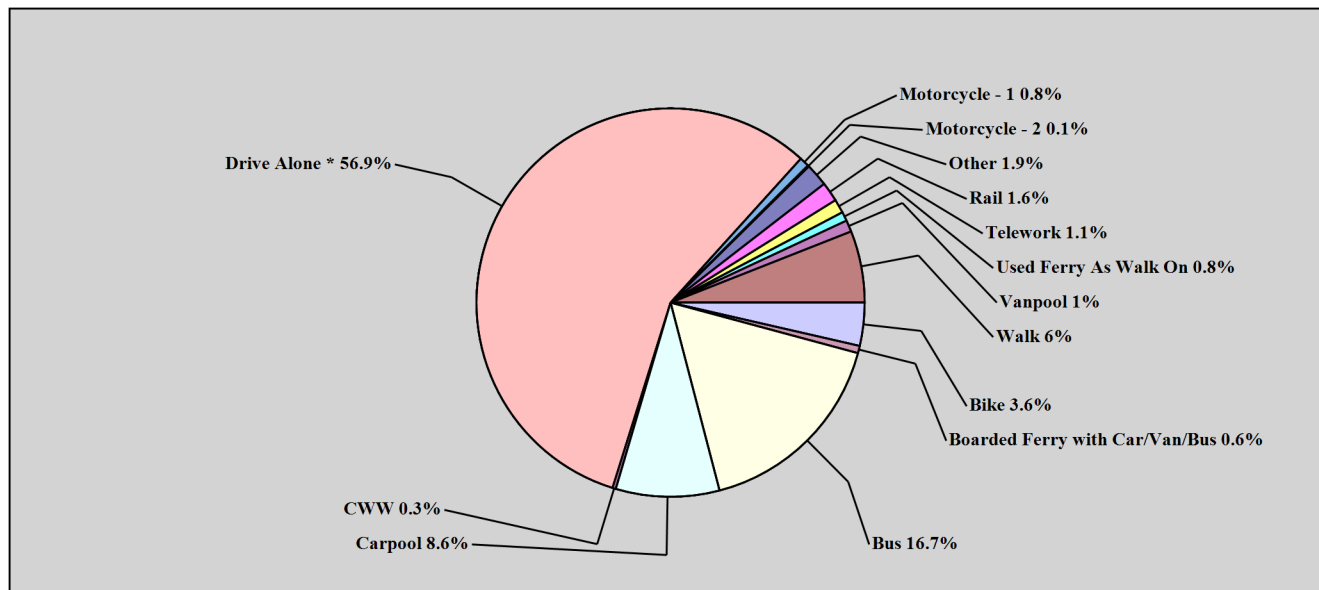
**Q3.**

<b>One way, how many miles do you commute from home to your usual work location?</b>
<b>Average one-way distance home to work: 13.9 miles</b>

## Commute Trips By Mode - All Employees

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - All Employees



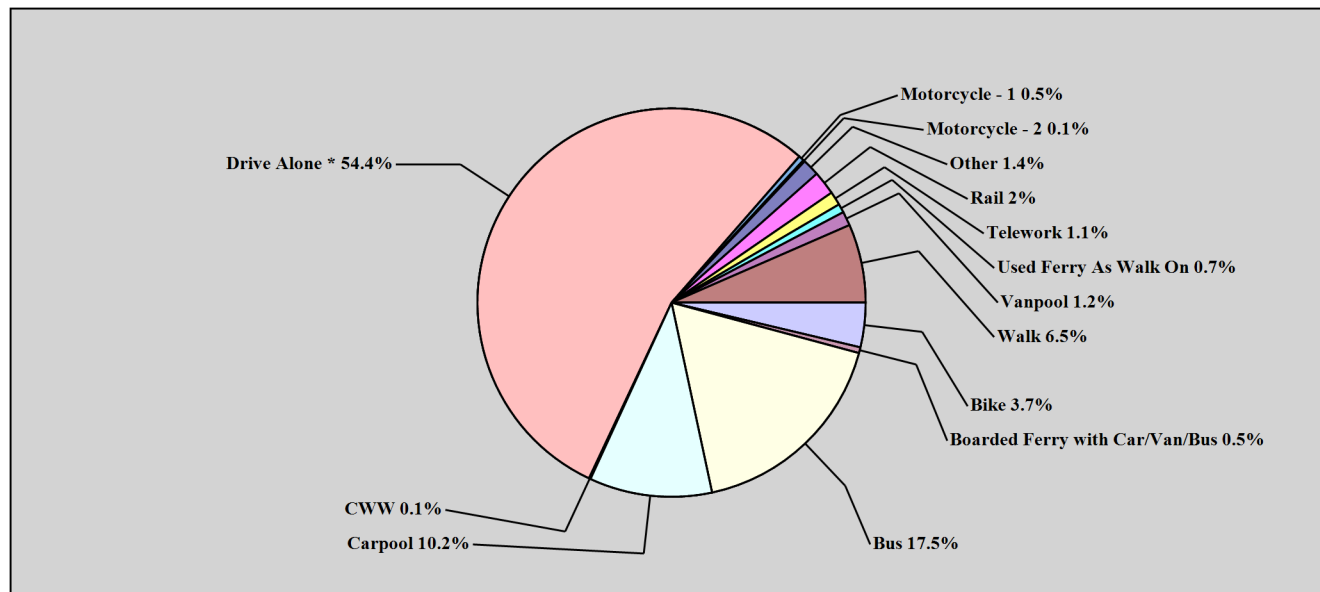
Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	2,238	56.9%	53.9%	567	66.6%	62.3%
Carpool	339	8.6%	8.7%	102	12.0%	11.6%
Vanpool	38	1.0%	0.8%	8	0.9%	0.9%
Motorcycle - 1	32	0.8%	0.9%	10	1.2%	1.1%
Motorcycle - 2	4	0.1%	0.1%	1	0.1%	0.2%
Bus	659	16.7%	17.9%	177	20.8%	21.1%
Rail	64	1.6%	1.9%	20	2.4%	2.1%
Bike	141	3.6%	3.0%	48	5.6%	4.6%
Walk	235	6.0%	5.5%	61	7.2%	6.3%
Telework	45	1.1%	3.1%	21	2.5%	4.6%
CWW	11	0.3%	0.4%	5	0.6%	1.2%
Boarded Ferry with Car/Van/Bus	24	0.6%	0.7%	7	0.8%	1.1%
Used Ferry As Walk On	30	0.8%	0.8%	7	0.8%	0.9%
Other	75	1.9%	2.3%	22	2.6%	2.8%

\* Drive alone mode includes fill-in, where applicable.

## Commute Trips By Mode - Affected Employees

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - Affected Employees



Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	1,574	54.4%	51.2%	373	63.3%	60.5%
Carpool	295	10.2%	10.0%	85	14.4%	13.2%
Vanpool	34	1.2%	1.1%	7	1.2%	1.3%
Motorcycle - 1	13	0.5%	0.9%	5	0.8%	1.1%
Motorcycle - 2	4	0.1%	0.2%	1	0.2%	0.3%
Bus	505	17.5%	17.7%	131	22.2%	20.9%
Rail	57	2.0%	2.7%	17	2.9%	3.2%
Bike	107	3.7%	2.3%	33	5.6%	3.7%
Walk	189	6.5%	6.2%	50	8.5%	7.0%
Telework	33	1.1%	4.2%	15	2.5%	6.3%
CWW	4	0.1%	0.4%	3	0.5%	1.3%
Boarded Ferry with Car/Van/Bus	14	0.5%	0.3%	4	0.7%	0.6%
Used Ferry As Walk On	21	0.7%	1.1%	4	0.7%	1.1%
Other	41	1.4%	1.6%	11	1.9%	1.7%

\* Drive alone mode includes fill-in, where applicable.

### Alternative Modes - Number of Employees Who Used a Non-Drive Alone Mode:

Non-Drive Alone Number Of Days	Exactly this # of Employees	Exactly this % of Employees	At least # of Employees	At least % of employees
0 Day	429	50%	851	100%
1 Days	46	5%	422	50%
2 Days	50	6%	376	44%
3 Days	47	6%	326	38%
4 Days	60	7%	279	33%
5 Days	188	22%	219	26%
6 or More Days	31	4%	31	4%

### Work Schedules By Group - All Employees (This table shows the relationship between work schedule and commute mode)

Employees who worked:	Drive Alone 5 days / week		Drive Alone 3 or 4 days / week		Used Bus At Least 3 days / week		Carpooled At Least 3 days / week		Used Rail At Least 3 days / week		Vanpooled At Least 3 times / week		Biked or Walked At Least 3 Days / week		Used 'Other' Modes At Least 3 Days / week		Used Non-Drive Alone At Least 3 Days / week	
5 days a week	201	38.4%	50	9.6%	96	18.4%	50	9.6%	9	1.7%	6	1.1%	48	9.2%	7	1.3%	234	44.7%
4 days a week (4/10s)	8	7.1%	49	43.4%	9	8%	8	7.1%	2	1.8%	1	0.9%	9	8%	2	1.8%	35	31%
3 days a week	4	5.4%	34	45.9%	6	8.1%	1	1.4%	0	0%	0	0%	5	6.8%	1	1.4%	18	24.3%
9 days in 2 weeks (9/80)	0	0%	2	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
7 days in 2 weeks	2	14.3%	4	28.6%	1	7.1%	1	7.1%	0	0%	0	0%	1	7.1%	0	0%	3	21.4%
Other	12	10.8%	31	27.9%	11	9.9%	5	4.5%	0	0%	1	0.9%	7	6.3%	2	1.8%	30	27%

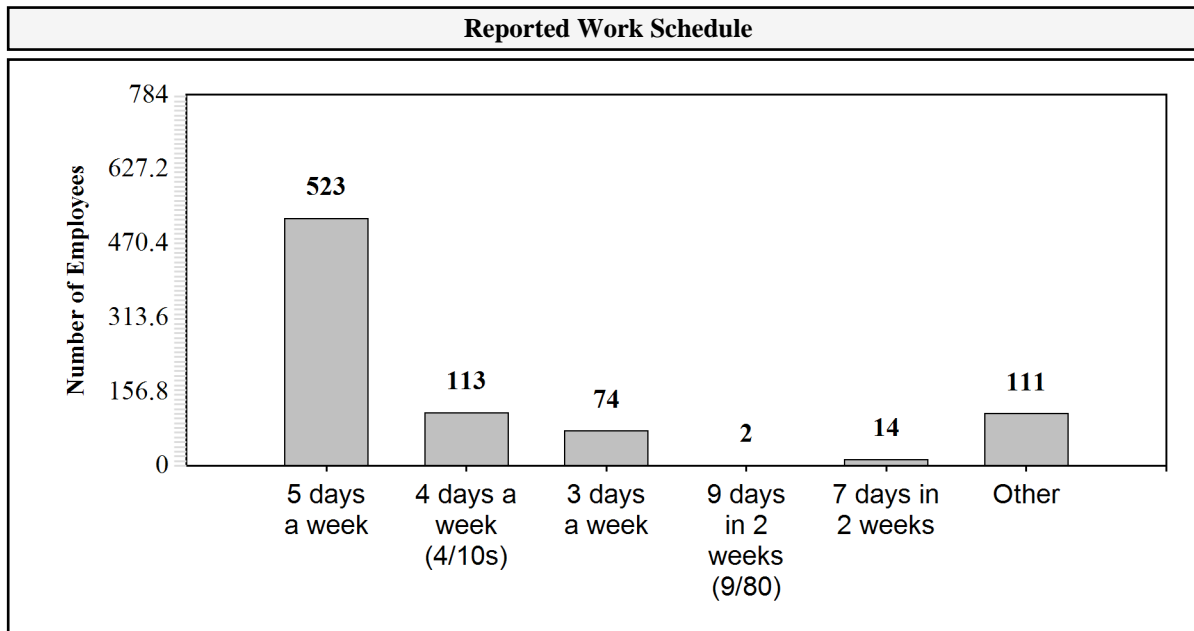
## Count by Occupancy of Carpools, Vanpools, and Motorcycles

**Q.4b** If you used a carpool or vanpool as part of your commute, or if you ride a motorcycle, how many people (age 16 or older) are usually in the vehicle?

Ridesharing Occupancy	Mode	Response Count
1	Motorcycle	33
2	Motorcycle	4
2	Carpool	302
3	Carpool	27
4	Carpool	0
5	Carpool	0
>5	Carpool	10
<5	Vanpool	5
5	Vanpool	4
6	Vanpool	19
7	Vanpool	10
8	Vanpool	0
9	Vanpool	0
10	Vanpool	0
11	Vanpool	0
12	Vanpool	0
13	Vanpool	0
14	Vanpool	0
15	Vanpool	0

## Reported Work Schedule - All Employees

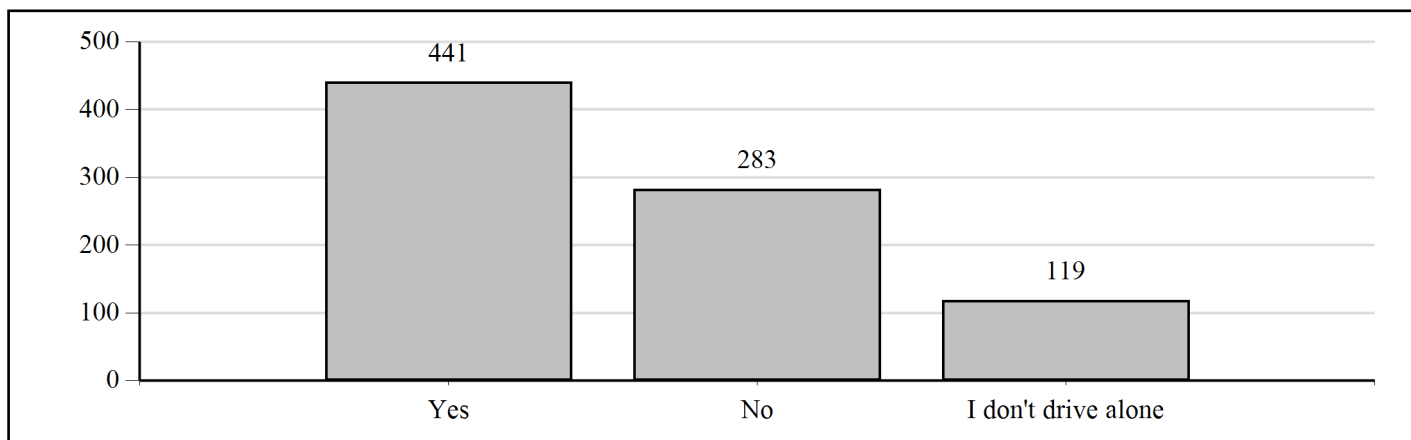
Q.5 Which of the following best describes your work schedule?



Reported Work Schedule	# Of Responses	% Of Employees
5 days a week	523	62.5%
4 days a week (4/10s)	113	13.5%
3 days a week	74	8.8%
9 days in 2 weeks (9/80)	2	0.2%
7 days in 2 weeks	14	1.7%
Other	111	13.3%

## Parking and Telework

**Q.9: On the most recent day that you drove alone to work, did you pay to park? (Mark "yes" if you paid that day, if you prepaid, if you are billed later, or if the cost of parking is deducted from your paycheck.)**



**Q.10: How many days do you typically telework?**

Telework Frequency	# of Responses	% of Responses
No Answer/Blank	5	0.6%
I don't telework	735	86.4%
Occasionally, on an as-needed basis	59	6.9%
1-2 days/month	8	0.9%
1 day/week	17	2.0%
2 days/week	6	0.7%
3 days/week	21	2.5%



## Reasons for driving alone to work/not driving alone to work

**Q11. When you do not drive alone to work, what are the three most important reasons?**

Question Text	# of Responses	% of Responses
Free or subsidized bus, train, vanpool pass or fare benefit	291	18.1%
To save money	245	15.3%
Cost of parking or lack of parking	224	14.0%
Personal health or well-being	179	11.2%
Environmental and community benefits	175	10.9%
Other	165	10.3%
Financial incentives for carpooling, bicycling or walking.	88	5.5%
To save time using the HOV lane	78	4.9%
Driving myself is not an option	71	4.4%
I have the option of teleworking	40	2.5%
Emergency ride home is provided	33	2.1%
I receive a financial incentive for giving up my parking space	9	0.6%
Preferred/reserved carpool/vanpool parking is provided	6	0.4%

**Q12. When you drive alone to work, what are the three most important reasons?**

Question Text	# of Responses	% of Responses
Riding the bus or train is inconvenient or takes too long	481	28.0%
I like the convenience of having my car	343	20.0%
Family care or similar obligations	274	16.0%
Other	266	15.5%
My job requires me to use my car for work	150	8.7%
Bicycling or walking isn't safe	90	5.2%
My commute distance is too short	70	4.1%
I need more information on alternative modes	36	2.1%
There isn't any secure or covered bicycle parking	5	0.3%

**Employee Transit Use - All Employees**

**Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.**

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	12	0	2	32	1	1	8	0	5	8
2	16	0	2	52	0	1	14	0	4	4
3	2	0	0	21	0	0	4	0	0	2
4	5	1	0	27	0	1	6	0	1	3
5	6	1	0	23	2	3	12	0	1	4
6	2	0	0	8	0	0	2	0	0	0
7	0	0	0	5	1	0	0	0	1	0
8	0	1	0	14	0	0	2	0	1	0
9	0	0	0	3	0	0	0	0	0	0
10	4	0	0	28	0	1	5	0	3	1
11 or more	1	0	0	20	0	0	2	0	0	0
# Of Employees using Transit	48	3	4	233	4	7	55	0	16	22
Total One-Way Transit Trips Per Week	166	17	6	1236	18	32	236	0	67	64

**Employee Transit Use - Affected Employees**

**Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.**

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	6	0	2	22	1	1	6	0	4	5
2	13	0	1	32	0	1	9	0	3	2
3	2	0	0	12	0	0	2	0	0	0
4	5	1	0	17	0	0	4	0	0	2
5	3	1	0	21	2	3	8	0	1	2
6	2	0	0	6	0	0	1	0	0	0
7	0	0	0	5	1	0	0	0	1	0
8	0	1	0	9	0	0	2	0	0	0
9	0	0	0	2	0	0	0	0	0	0
10	4	0	0	23	0	1	5	0	3	1
11 or more	1	0	0	16	0	0	1	0	0	0
# Of Employees using Transit	36	3	3	165	4	6	38	0	12	12
Total One-Way Transit Trips Per Week	139	17	4	947	18	28	172	0	52	37

## Commute Mode By ZipCode for All Employees

Q8. What is your home zip code?

Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
	3	0.35%	10	2	0	1	1	0	2	0	0	0	0	0	0
08112	1	0.12%	0	0	0	0	0	0	0	7	0	0	0	0	0
98001	5	0.59%	9	0	5	0	10	0	0	0	0	0	0	0	0
98002	2	0.24%	2	0	4	0	1	0	0	0	0	0	0	0	0
98003	7	0.82%	8	7	0	0	20	0	0	0	0	0	0	0	0
98004	8	0.94%	34	0	0	0	1	0	1	0	0	0	0	0	0
98005	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98006	8	0.94%	36	0	0	0	2	0	0	0	0	0	0	0	0
98007	4	0.47%	14	2	0	0	4	1	0	0	0	0	0	0	0
98008	5	0.59%	19	0	0	0	0	0	0	0	0	0	0	0	0
98011	6	0.71%	11	5	0	0	7	0	0	0	0	1	0	0	0
98012	6	0.71%	13	10	0	0	6	1	0	0	0	0	0	0	0
98013	2	0.24%	7	0	0	0	0	0	0	0	2	0	0	0	0
98019	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98020	5	0.59%	18	3	0	0	3	0	0	0	0	0	0	0	0
98021	6	0.71%	10	4	0	0	4	0	0	0	6	0	0	0	0
98023	7	0.82%	23	0	0	0	4	5	0	0	0	0	0	0	0
98024	1	0.12%	1	4	0	0	0	0	0	0	0	0	0	0	0
98026	11	1.29%	22	10	5	0	16	0	0	0	0	0	0	0	0
98027	6	0.71%	20	1	0	0	0	0	5	0	0	0	0	0	1
98028	5	0.59%	16	0	0	0	7	0	0	0	0	0	0	0	0
98029	1	0.12%	4	0	0	0	0	0	0	0	0	0	0	0	0
98030	4	0.47%	10	7	0	0	4	1	0	0	0	0	0	0	0
98031	12	1.41%	31	10	0	0	5	5	2	0	0	0	0	0	6
98032	10	1.18%	24	0	0	0	10	9	0	0	0	0	0	0	5
98033	7	0.82%	18	1	0	0	8	0	4	0	1	0	0	0	0



98034	6	0.71%	14	2	0	0	9	0	0	0	3	0	2	0	0
98036	11	1.29%	27	5	0	0	20	0	0	0	0	0	0	0	0
98037	5	0.59%	14	0	5	0	4	0	0	0	0	0	0	0	0
98039	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98040	20	2.35%	82	0	0	0	0	2	8	0	1	0	2	0	0
98042	5	0.59%	6	5	6	0	2	1	0	1	0	0	0	0	5
98043	2	0.24%	3	2	0	0	5	0	0	0	0	0	0	0	0
98045	1	0.12%	4	0	0	0	0	0	0	0	0	0	0	0	0
98046	1	0.12%	0	0	0	0	5	0	0	0	0	0	0	0	0
98052	9	1.06%	25	3	0	0	2	0	0	0	0	0	0	0	5
98053	2	0.24%	4	0	0	0	4	0	0	0	0	0	0	0	0
98055	11	1.29%	31	11	0	0	9	0	5	0	0	0	0	0	0
98056	11	1.29%	28	15	0	0	7	0	0	0	1	0	0	0	0
98057	3	0.35%	9	0	0	0	0	0	0	0	0	0	5	0	0
98058	16	1.88%	50	5	0	0	12	2	0	0	4	3	0	0	0
98059	10	1.18%	38	5	0	0	0	0	0	0	1	0	0	0	0
98065	1	0.12%	3	0	0	0	0	0	0	0	0	0	0	0	0
98070	1	0.12%	0	0	0	1	0	0	0	0	0	0	2	0	2
98072	2	0.24%	6	0	0	0	0	0	0	0	0	0	0	0	0
98074	6	0.71%	17	1	0	4	5	0	0	0	1	0	0	0	0
98075	3	0.35%	12	0	0	0	0	0	0	0	0	0	0	0	0
98087	8	0.94%	20	8	5	0	7	0	0	0	0	0	0	0	0
98092	4	0.47%	5	2	0	0	5	5	0	0	1	0	0	0	0
98101	7	0.82%	0	0	0	0	17	0	0	10	0	0	0	0	5
98102	22	2.59%	21	3	0	0	10	0	4	62	0	0	0	0	0
98103	22	2.59%	66	2	0	0	11	0	5	1	6	0	0	0	0
98104	5	0.59%	10	0	0	0	7	0	4	5	0	0	0	0	0
98105	22	2.59%	57	1	0	5	19	0	10	5	0	0	0	0	0
98106	8	0.94%	12	5	0	0	13	0	0	0	0	0	0	0	0
98107	10	1.18%	28	2	0	0	4	0	9	0	0	0	0	0	0
98108	12	1.41%	46	8	0	0	1	0	0	0	0	0	0	0	0
98109	6	0.71%	19	0	0	0	5	0	0	3	3	0	0	0	0
98110	4	0.47%	0	0	0	0	5	0	0	0	0	0	5	7	0
98112	29	3.41%	43	4	0	0	9	0	3	58	2	0	0	0	5
98115	33	3.88%	91	9	0	4	18	0	11	0	0	0	0	0	3
98116	15	1.76%	54	0	0	7	6	0	0	0	0	0	0	0	3
98117	23	2.70%	49	9	0	0	12	0	22	0	2	1	0	0	0



98118	34	4.00%	105	12	0	0	13	7	12	1	3	0	0	0	4
98119	12	1.41%	29	6	0	0	16	0	5	0	0	0	0	0	5
98121	5	0.59%	0	3	0	4	16	0	0	0	0	0	0	0	0
98122	48	5.64%	92	15	0	7	18	0	15	77	5	0	0	0	3
98125	19	2.23%	64	13	0	0	10	0	0	0	0	0	0	0	0
98126	13	1.53%	34	6	0	0	13	0	1	0	0	0	5	0	0
98133	26	3.06%	78	5	0	0	31	0	7	0	1	0	0	0	0
98136	4	0.47%	3	0	0	0	15	0	2	0	0	0	0	0	1
98144	30	3.53%	79	14	0	0	24	3	1	5	0	0	0	0	5
98146	16	1.88%	36	15	4	0	14	0	0	0	0	0	0	0	5
98148	3	0.35%	0	7	0	0	9	0	0	0	0	0	0	0	0
98155	20	2.35%	58	15	0	0	23	0	0	0	0	0	0	0	0
98166	5	0.59%	11	5	0	0	5	0	0	0	0	0	0	0	0
98168	14	1.65%	53	1	0	0	9	0	0	0	0	2	0	0	0
98177	10	1.18%	42	7	0	0	1	0	2	0	0	0	0	0	0
98178	17	2.00%	70	4	0	1	16	2	0	0	0	0	0	0	0
98188	4	0.47%	9	3	0	0	1	1	0	0	0	0	0	0	6
98198	8	0.94%	31	7	0	0	0	0	0	0	0	0	0	0	0
98199	9	1.06%	35	0	0	0	8	0	0	0	1	0	0	0	0
98201	3	0.35%	5	0	0	0	5	5	0	0	0	0	0	0	0
98203	1	0.12%	3	0	0	0	0	0	0	0	0	0	0	0	0
98204	5	0.59%	15	1	0	0	4	0	0	0	0	4	0	0	0
98208	7	0.82%	5	4	4	0	15	0	0	0	1	0	0	0	0
98216	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98221	1	0.12%	2	0	0	0	0	0	0	0	0	0	0	2	0
98258	3	0.35%	12	0	0	0	4	0	0	0	0	0	0	0	0
98270	1	0.12%	0	0	0	0	0	0	0	0	0	0	0	0	0
98271	3	0.35%	11	0	0	0	5	0	0	0	0	0	0	0	0
98272	2	0.24%	8	0	0	2	0	0	0	0	0	0	0	0	0
98275	2	0.24%	5	0	0	0	5	0	0	0	0	0	0	0	0
98290	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98292	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98296	3	0.35%	12	5	0	0	0	0	0	0	0	0	0	0	0
98310	1	0.12%	0	0	0	0	0	0	0	0	0	0	0	5	0
98311	1	0.12%	0	0	0	0	0	0	0	0	0	0	0	5	0
98312	1	0.12%	0	0	0	0	0	0	0	0	0	0	0	5	0
98321	1	0.12%	0	0	0	0	0	6	0	0	0	0	0	0	0



98327	1	0.12%	4	0	0	1	0	0	0	0	0	0	0	0	0
98354	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	1
98359	1	0.12%	2	0	0	0	5	0	0	0	0	0	0	0	0
98367	2	0.24%	0	10	0	0	0	0	0	0	0	0	0	0	0
98370	2	0.24%	0	0	0	0	0	0	0	0	0	0	3	6	0
98372	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98373	1	0.12%	0	0	0	0	0	4	0	0	0	0	0	0	0
98374	1	0.12%	0	0	0	0	0	4	0	0	0	0	0	0	0
98404	3	0.35%	4	4	0	0	6	0	1	0	0	0	0	0	0
98405	1	0.12%	0	0	0	0	0	0	0	0	0	0	0	0	5
98409	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98414	1	0.12%	0	0	0	0	5	0	0	0	0	0	0	0	0
98422	2	0.24%	1	4	0	0	5	0	0	0	0	0	0	0	0
98424	2	0.24%	8	0	0	0	0	0	0	0	0	0	0	0	0
98444	1	0.12%	0	0	0	0	5	0	0	0	0	0	0	0	0
98466	1	0.12%	0	0	0	0	7	0	0	0	0	0	0	0	0
98498	1	0.12%	6	0	0	0	0	0	0	0	0	0	0	0	0
98513	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98531	1	0.12%	2	0	0	0	0	0	0	0	0	0	0	0	0